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PROGRAMME

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ENGLISH

APPROVAL OF UNDP ASSISTANCE TO A PROJECT OF SULTANATE OF OMAN

IPF:(1987-91) $1 890 000
(OMA/90/009) - Development of Civil Aviation

Date of approval by the AC:[1]	5 June 1991
Expected duration:	Three years
Proposed executing agency:	International Civil Aviation Organization (ICAO)
Government implementing agency:	Directorate General of Civil Aviation and Meteorology (DGCAM)
Proposed UNDP contribution:	NIL
Government cost sharing:	$2 575 600 Source of funds: IPF
Total UNDP budget:	$2 575 600

Project background

In the early 1970s the Government of Oman established the "Directorate General of Civil Aviation and Meteorology (DGCAM)" to support and regulate the development of civil aviation in the country. Due to the lack of technically qualified national staff, the Government engaged professional expertise from outside the country to perform most of the functions of the Directorate. The assistance provided by ICAO has been mainly in airworthiness, airport management and airport engineering.

Seeb International Airport began commercial operations in September 1972 and now provides links to over 34 countries in the Middle East, Europe and the Far East. In addition, there is a major airport servicing the southern region Salalah and four small domestic aerodromes providing essential links between the capital and regional centres. The slump in air traffic demand that was brought on by the fall in oil prices of 1986 has been replaced by renewed growth (the 1989 to 1990 traffic growth was at an annual average of 5.5 per cent). The traffic handled by the Seeb International Airport in 1990 was 27,148 civil aircraft movements, 1.44 million passenger movements and over 26,000 tonnes of freight. Domestic airports had a combined annual utilization of 1,790 aircraft movements, with passenger and freight loads amounting to 85,234 and 499 tonnes respectively. There are currently 58 aircraft on the national register of aircraft, including all those of the regional airline, Gulf Air, and the domestic airline, Oman Aviation Services. Collectively, these aircrafts and operators are providing an essential social and economic service to much of the country.

The DGCAM has demonstrated a meaningful regulatory presence in the Gulf area. In addition to providing surveillance of all Oman registered aircrafts, aircrew and engineers, the DGCAM also provides surveillance of the whole Gulf Air fleet and operations, in accordance with ICAO commitments as State of Registry of all Gulf Air aircrafts. The Gulf

[1] **This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.**

aviation community, and Gulf Air, in particular, is growing and restructuring at a higher rate which places increasing demands for service on DGCAM.

The Government of Oman has adopted a policy of Omanization, which is intended to increase the number of skilled and qualified Omanis in positions currently occupied by expatriates. Over the years since 1975, and particularly after 1986, the proportion of Omanis in responsible positions have increased significantly. However, the rate at which replacement of expatriates with Omani nationals has been taking place is in risk of falling short of the rate required to keep up with increase in workload on the DGCAM as described above. Additional assistance from UNDP is required to help increase the rate of development of national skills required to keep up the workload increase.

The programme is aimed at developing Omani regulatory personnel, although full development of potential is not expected to be achieved within the three year framework of this project. The support to Airworthiness and Flight Operations fills the immediate need for experience and depth of knowledge in regulatory matters. Four Omani inspectors working directly with the ICAO Flight Safety experts will benefit from the experience.

Description of project

The development objective of the project is to enable the DGCAM of Oman to develop national personnel of a quality and number sufficient to ensure increased Omanisation while maintaining the continued improvement of civil aviation services in Oman to a high level of safety, regularity and efficiency.

The immediate objectives of the project are to: (a) develop a long-term Manpower Plan for the DGCAM and co-ordinate the developmental training programme of the DGCAM at all levels and all categories, as well as encourage staff with the required potential to move into supervisory and management positions; and (b) enhance the quality and capacity in the DGCAM by contributing to the organizational and personnel effectiveness through on-the-job training of national staff and advice and assistance in policy development, planning, development of rules, regulations and procedures for civil aviation including airport operations, safety, security, airworthiness and licensing, and flight operations.

Project activities will include: (a) completing Fellowship Training Programme for Omani nationals in management or supervisory positions; (b) restructuring the DGCAM organization into an efficient and effective civil aviation authority; and (c) providing on-the-job training of national personnel, and advice and assistance in the implementation of matters related to airport operations and airport technical services, safety, security, emergency procedures, flight operations and airworthiness aerodrome engineering, and new and up-to-date civil aviation rules and regulations.

Inputs

UNDP will provide international personnel: a civil aviation adviser/training co-ordinator (30 work-months), an airport management and operations expert (24 work-months), an airworthiness expert (24 work-months, an aerodrome (civil) engineer (24 work-months), an airworthiness inspector (24 work-months), flight operations inspector (24 work-months, flight operations inspector (24 work-months), an air law consultant (6 work-months), official travel and mission costs; fellowship training in management, technical and operational fields as well as group training in generic management; expendable equipment and supplies;and miscellaneous costs.

Financial data

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Personnel	1 970 200
Training	570 000
Equipment	6 000
Miscellaneous	29 400
Total	2 575 600

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